

***TESTIMONY PRESENTED TO THE FINANCE, REVENUE, AND
BONDING COMMITTEE***

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*Benjamin Barnes
Secretary
Office of Policy and Management*

Testimony Supporting Senate Bill No. 29

**AN ACT AUTHORIZING AND ADJUSTING BONDS OF THE STATE FOR CAPITAL
IMPROVEMENTS, TRANSPORTATION AND OTHER PURPOSES**

Senator Fonfara, Representative Widlitz and distinguished members of the Finance, Revenue, and Bonding Committee, thank you for the opportunity to offer testimony on Senate Bill No. 29, An Act Authorizing And Adjusting Bonds Of The State For Capital Improvements, Transportation And Other Purposes.

This bill increases GO bond authorizations by \$370.7 million for the FY 2015 capital program focusing on funding projects and programs that create and retain jobs in the state. The bill decreases STO bond authorizations by \$10,250,000 due to transferring Town Aid Road to GO bonds for technical reasons.

The midterm adjustments include:

- \$30 million more for capital improvements for nonprofit human service providers;
- \$25 million more for the information technology investment program;
- \$10 million more for the Subsidized Training and Employment Program;
- \$1.4 million to match a federal grant to finance code improvements for the Department of Veterans Affairs and \$500,000 to study the feasibility of additional housing for veterans on the campus;
- \$1 million for information technology upgrades at the Office of Governmental Accountability;
- \$10 million for additional school security infrastructure grants to include charter schools, Regional Education Service Centers and the technical high school system;
- \$100 million more to continue business expansion and retention programs;

- \$25 million to create an Advanced Manufacturing Fund;
- \$9.9 million more for start-up costs for Sheff magnet schools;
- \$10 million more for high performing school models/common core requirements;
- \$25 million for the Shoreline Resiliency Fund;
- \$20 million for port improvements and dredging projects; and
- \$49.75 million in special tax obligation bonds for various transportation initiatives including improvements to rail stations on the New Haven Line, to complete the design of stations for the New Haven to Springfield rail service, to increase funding for the local bridge program and for a comprehensive asset management plan.

I would like to again thank the committee for the opportunity to present this testimony. I respectfully request that the committee support this bill and I will be happy to answer any questions you may have.